

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) MAY 18 1939

17 MAY 1939

Port of SUNDERLAND.

Date of writing Report \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_

No. in Reg. Book. Survey held at Sunderland Date, First Survey May 8 Last Survey May 15 1939  
(No. of Visits 3)

70014 on the Machinery of the Wood, Iron or Steel ARLINGTON COURT

Tonnage Gross 4915 Vessel built at Belfast By whom Warkum Clark & Co. Ltd. When 1924  
Net 2985 Engines made at do. By whom do. When do.

Nominal Horse Power 414 Boilers, when made (Main) 1924 (Donkey) \_\_\_\_\_

No. of Main Boilers 3 Owners Capt. Luce, Ltd. Owners' Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers \_\_\_\_\_ Managers Waldie & Philipps, Ltd. Port London Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock S. Dock.  
(State name of Dock.)

in Donkey Boilers \_\_\_\_\_

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER OF Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or not assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H100A1</u>		<u>42.11.C.</u>
<u>838.</u>		<u>M.S. 5.36.</u>
<u>12. Gen. No. 3-5.36.</u>		<u>B.S. 12.37.</u>
		<u>CL N. 8.37.</u>

Last Report No. 32581 Port Sunderland

## Particulars of Examination and Repairs (if any) Lengthening B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler S.V.C. Bns 8/5/39, P.M. 10/5/39

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?  and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? no and of the Donkey Boiler?

Is screw shaft now been drawn and examined?  Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is shaft now been changed?  If so, state reasons

Is the shaft now fitted been previously used?  Has it a continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

### Now done :-

The vessel having been laid up since the examination mentioned in the previous report with the Starboard & Centre boilers empty & the port boiler full it is desired to have the date of survey advanced. The boilers examined internally and found in good condition.

### General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, \*L.M.C. 9.11, or \*L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and slight, in my opinion, to remain as classed with Record of N.S. 5.39.

Survey Fee (per Section 29).....	£ : /	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.).....	£ : /	
Travelling expenses (if chargeable).....	£ : /	
		Received by me,

*L.R. Home*

Engineer Surveyor to Lloyd's Register of Shipping.

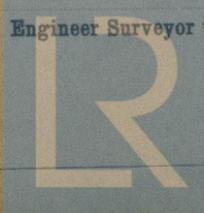
Committee's Minute

TUE 3 JUN 1939

Assigned

*BS 5.39*

W422-0067



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to